

GOETHALS SEEKING A GOOD NAVAL ADVISER

Coming Governor of Canal Zone Wants Expert Counsel on Matters of Navigation.

TO ACT ON MANY PROBLEMS

President Taft Agrees with Colonel That Navy Should Have Part in Permanent Canal Organization.

[By a Staff Correspondent of The Tribune.]
Florence, S. C., Dec. 30.—Colonel George W. Goethals, chief engineer of the Panama Canal, who is with President Taft on the latter's train on the way to Washington, is seeking an experienced naval officer, especially versed in navigation, to serve as nautical adviser in the Canal Zone.

The presence of Colonel Goethals in Washington at this time is necessary because the appropriation committees of "congress are about to take up this year's appropriation for the canal. It is estimated that approximately \$25,000,000 will be required for construction and administration during the coming fiscal year, but as practically \$7,000,000 of the amount appropriated for the current year has been saved, the net appropriation will not exceed \$18,000,000.

President Taft also desires the advice of Colonel Goethals in connection with the Executive order which will abolish the Isthmian Canal Committee and establish a permanent form of government for the Canal Zone, to be issued under the Panama Canal act of the last session of Congress.

The President is satisfied from his inspection of the canal that the time has come for taking that step, and the promulgation of the executive order may be expected soon.

As has been announced already, Colonel Goethals will be named as Governor of the Canal Zone and canal, although that term is something of a misnomer, "director" being a far more appropriate word.

Where Advice Is Needed.

The necessity of competent advice from a practical navigator has been apparent to Colonel Goethals for a considerable time, and it will be imperative from now on, especially in connection with the final completion of the locks, the designing of such buffers as may be needed to prevent injury to the concrete walls of the locks and docks by the iron and steel hulls of vessels, the system of range lights which will guide pilots in the navigation of the sea level portions of the canal and of Gatun Lake, the arrangement of docks, including the drydock at Balboa; the method of mooring to approach walls of the locks, and to the electric "mules" which will take ships through the locks, the arrangement of breakwaters in the harbors, etc.

It was suggested to Colonel Goethals that a naval officer of sufficient rank to possess the required experience might be obtained by sending an officer of the army, but the head of the canal brushed the suggestion aside with the declaration that no man of sufficient calibre to be useful in connection with the canal would for a moment consider such an idea; that any department of the government which could be utilized to increase the efficiency of the canal should be so employed, and that any man who could contribute to its success should be proud to do so without thought of questions of relative rank. In this view the President strongly shares.

In the scheme of permanent organization for the administration of the canal, Colonel Goethals will suggest the employment of several naval officers in various capacities in which their education and experience will render them more valuable than would be those with an army training.

An instance of the breadth and magnanimity which have made possible Colonel Goethals' success in constructing the canal was offered to-day, when one of the correspondents on the President's train asked the chief engineer to glance over an article on the canal.

Praises Colonel Hodges.

"Have you mentioned Colonel H. F. Hodges in your story?" inquired Colonel Goethals.

On receiving a negative answer he said: "Well, you ought to do it. That man never gets the credit he deserves. He is the brains of the canal. He is the biggest, brainiest man in the works. He has designed practically everything, and he has omitted no detail which could contribute to its success. He is a modest fellow and always tries to obliterate himself, but he is deserving of more credit than any other man. Without him the canal would never have been built."

The gratification of the President with conditions he found in the Canal Zone has already been told. It could be reiterated at great length without danger of exaggeration. Mr. Taft was pleased beyond expression with all that he saw.

There will be no formal opening of the canal until January 1, 1915. If the contractors fulfil their present promises—they are already some months behind their contract—and if there are no unexpected slides along the line of the canal it will be possible to fill Gatun Lake beginning on July 1, and that will make possible taking some vessel through the canal by October 2, the 40th anniversary of the discovery of the Pacific by Balboa. Should there be further delay by the contractors in supplying the steel work at canal locks or should there be any unexpected slides it will not be possible to take any vessel through until a later date.

KINEMACOLOR OF PANAMA

Work and Scenes on Canal

Shown in Natural Tints.

The new kinemacolor motion pictures of the Panama Canal at Carnegie Lyceum last night described the gigantic steam shovels, which opened their great steel jaws right in the face of the camera and closed them on four or five tons of blue-gray rock and reddish earth. And when twelve tons of Trojan powder went off in the bowels of San Pablo Hill not a foot in the audience actually shrank from the bursting hail of rock which seemed to be falling upon them out of the picture.

It is hardly hyperbole to say that it is now needless for those who wish to see the Panama Canal to betake themselves into the heat of tropic Colon. The kinemacolor pictures, showing the natural colors of the largest hillside, the small red dirt bolt tossed from the blazer of the driver's barrel, give a vivid and convincing picture of the magnitude and wonder of the world's greatest engineering feat since the building of the pyramids. Run off in seven sets, they take the spectator from Limon Bay to the Pacific, with a glimpse into nearly every process employed in the fifty miles of dredging, blasting, building the great concrete locks and piecing together the high steel gates.

Before the Panama pictures are shown a series of scenes of the Balkan War are thrown on the screen.

MILLIONS OF AMERICANS TRACED TO ONE WOMAN

Washington, Lincoln, Roosevelt, Rockefeller, Morgan in 1,000 "Fittest" Families Springing from Crusader's Daughter.

[By Telegraph to The Tribune.]

San Francisco, Dec. 30.—The dictum of science on "Who's Really Who in America and Why" (although this is not the real title of the little book) is being written by Dr. David Starr Jordan, president of Stanford University. Dr. Jordan also is president of the eugenics commission of the American Breeders' Association, and his work will be written ostensibly for them.

Equipped with tomes and charts and aided by the most expert genealogist on the Pacific Coast, Dr. Jordan has traced the ancestry of one thousand American families, representing several millions of people. Dr. Jordan has reached these conclusions:

First—At least half the citizens of this country of English ancestry are descendants of one "superwoman" and members of one colossal family. Second—Isabella de Vermandois, daughter of a Crusader and wife of the Duke of Warren, living in the twelfth century, is the common progenitor of the teeming millions of the English-speaking race. Third—John D. Rockefeller and J. Pierpont Morgan belong to this remarkable

family, and their millions of poor relations will now be able to prove it.

Fourth—Rockefeller and Morgan have ancestral lines which also run back to that of St. Francis, the saint of the New World. Fifth—Jefferson, Lincoln, the two Harrisons, Cleveland and Roosevelt are shown to be definitely related. Sixth—Charles W. Eliot, president emeritus of Harvard, and Presidents Nicholas Murray Butler, of Columbia, the two Timothy Dightons and Woolsey, of Yale, and Dr. Jordan himself happen to fall into a "college president" trust, due to their common ancestor.

Seventh—The mating of "Mother" Isabella's progeny is a step toward the ideal of eugenics, which is to apply to the human race principles of scientific animal breeding or plant selection as practised by Luther Burbank.

"We selected Isabella de Vermandois as a common ancestor, to whom we would trace as many American descendants of English families as possible," said Dr. Jordan. "Isabella is known to have been a woman of sound moral, mental and physical qualities, and of a strain so virile that it has lasted in her progeny down through the centuries."

"That, by the way, is nature's way of purifying the human current. The progeny of the feeble-minded die out like withered branches of a tree, and the sound limbs spread on and branch out."

INSURANCE MAN ARRESTED

Emmet Opens Campaign Against "Wildcat" Companies.

[By Telegraph to The Tribune.]

Philadelphia, Dec. 30.—A conscience-stricken man sent a 10-cent piece to the City Treasurer this morning with the following note:

"Put this 10 cents in the treasury, as I owe it to the city for breaking a pane of glass. Honestly hoping you will do it, I am."

The dime will be credited to the conscience fund.

NEW HAVEN RULES "LAX"

Loose Signal Methods Blamed for Massachusetts Wreck.

[By Telegraph to The Tribune.]

Boston, Dec. 30.—There is sharp criticism of the New Haven Railroad in connection with the Massachusetts Railroad Commission gave out this afternoon on the Stoughton collision of November 28, when the Fall River boat train side-swiped a switch engine. The commission says that the accident was due to loose methods of signalling, or lack of it, and that one engineer's failure to flag is inconceivable and inexcusable. The employees were well aware of the situation in general, says the report, which continues:

The investigation of this accident disclosed the fact that loose methods in the operation of trains were employed at certain times in the Stoughton yard and that certain train movements were made in some instances without flag protection and at other times with what might be termed short flagging. The state of affairs was well known to the employees, if not to the officials of the company.

"The effect of laxity in the observance and enforcement of rules is far-reaching, and when an employee allows himself to violate the rules he is very liable to continue that practice until he comes to grief. Safety to the travelling public should be paramount in the mind of every official and employee engaged in the maintenance and operation of railroads. To this end the employees should co-operate with each other and with their superior officers that the most satisfactory results possible may be obtained."

"After a careful consideration of all the facts obtained with reference to this accident, both by conference with officials and employees, and a view, the board recommends," says the report, "that the management of the New York, New Haven & Hartford Railroad maintain a system of supervision and discipline which will enable it to reduce to a minimum accidents on the railroads which it owns, leases and operates in this Commonwealth."

SUES HIS MOTHER-IN-LAW

Walter M. Russell Wants \$50,000 for Loss of Wife's Society.

Walter Morgan Russell filed his complaint yesterday in the suit which he has brought against his mother-in-law, Mrs. Almira Crocker Gouard, of California, for \$50,000 damages for the alienation of his wife's affections. The plaintiff's wife, Mrs. Gladys Ashe Russell, was a daughter of the defendant and Porter Ashe, husband of Mrs. Gouard by a prior marriage, who was a California horseman. Mrs. Russell also was married before she became the wife of the plaintiff. Her first husband was Powers Gouard, who divorced her in South Dakota in 1907. He recently remarried in this city.

Russell says that while he and his wife were living happily in England, Mrs. Gouard took her daughter to her home in Paris, with intention to humiliate him and deprive him of the society of his wife. In Paris, Russell says, Mrs. Gouard introduced her daughter, the wife of the plaintiff, to one Augustenst. It is alleged that Mrs. Russell transferred her affections to Augustenst.

JAIL FOR FAKE JEWELLERS

Sold Gold Marked 14 Karats That Was of Lesser Fineness.

Nathan Goldberg, of No. 836 East 16th street, The Bronx, and Nathan Blumen, of No. 125 Broadway, street, jewellers, who had pleaded guilty in Special Sessions, to selling goods marked 14 karats which were of less than that fineness, were fined \$100 each and sent to the Tombs for thirty days yesterday by Justices Zeller, Fleming and Collins.

Marcus Stattsinger, of No. 25 Ridge street; Morris Fromm, of No. 31 Canal street, and David Fromm, of No. 455 Miller avenue, Brooklyn, who pleaded guilty to the same offence, were fined \$250 each, with an alternative of sixty days in jail. Stattsinger paid, Morris and David Fromm went to the Tombs.

Max Augenblick, an investigator for the Jewellers' Association, was the complainant against all five. George R. Conings, of the United States Assay Office, who testified articles bought by Augenblick, found that the best of them were of 10 karats fineness and that the worst were of 8 karats.

PEACE BOOMS ITALIAN TRAVEL.

The declaration of peace between Italy and Turkey has greatly increased the number of visitors to the Italian resorts, such as Naples, where the favorite Hotel de Londres, which has been reconstructed, with many new private baths and other American hotel comforts, is enjoying a prosperous season.

SHERIFF'S OLD FRIEND GOES TO ALIMONY CLUB

Harburger Sadly Welcomes Dr. Wolfman to Ludlow Street Jail.

MRS. WOLFMAN IS SLEUTH

Husband Might Have Sailed Blithely Away to Europe To-day Had Wife Not Become Suspicious.

Sheriff Harburger is to-day entertaining an old friend in Ludlow street jail in the person of Dr. Philip Wolfman, of No. 105 East 19th street. It was not the fault of the Sheriff that the physician is there, but when Dr. Wolfman could not furnish the \$200 bond that friend Harburger required in a contempt action brought by Mrs. Martha Wolfman, wife of the physician, there was nothing for the Sheriff to do but invite Wolfman to be his official guest. He often had been a social guest of Harburger.

Dr. Wolfman was a member of the famous general committee of the 19th Assembly District when Mr. Harburger was the leader and he was one of the men who conceived the idea of making Mr. Harburger Sheriff. Dr. Wolfman also predicted the election of his friend, but he never predicted that Julius was going to arrest him.

Dr. Wolfman, it is charged, has been remiss in the payment of alimony to his wife, which Justice Hinchoff ordered in his separation suit should be \$50 a week. He also had failed to pay the \$30 counsel fee ordered by the court.

Once, before the present proceedings, Mrs. Wolfman, who is a sister of Mrs. Joe Weber, wife of the comedian, proved herself something of a detective. Instead of going right home to mother when she began her suit for a separation she stayed in the same house with her husband. There was a reason. She kept account of the professional business done by him, which enabled her to tell the court that his average earnings from his practice were \$50 a week. This was important information in her application for alimony, for the doctor, like most husbands whose wives demand alimony, was a liar when it came to placing an estimate on his income.

The detective instinct of Mrs. Wolfman again showed itself in her application for the arrest of her husband. She said she believed the doctor was preparing to abandon his practice and go to Europe. Mrs. Wolfman said he so threatened unless she discontinued her suit, which is based on the allegation of cruelty. She was not only right in her suspicion, but she showed good judgment in not delaying until the new year, for Dr. Wolfman would have welcomed 1913 on the high seas.

When Deputy Sheriff Fitzsimmons went to the doctor's home he found the physician had his trunks packed and was prepared to board a steamship to-day.

When the deputy brought his prisoner to Ludlow street Dr. Wolfman and Sheriff Harburger greeted each other as old friends, but all the Sheriff could do was to wait a little after the closing hour to enable the physician to obtain a bondsman, which, however, he failed to do, and he became a member of Warden Johnson's alimony club.

FIREMAN'S HEROISM VAIN

Man Perishes in Big Sea Trying to Save Tug's Crew.

[By Telegraph to The Tribune.]

Atlantic City, Dec. 30.—The desperate battle for their lives which eleven men, the members of the crew, put up when a thirty-mile gale drove the tug Margaret on a submerged wreck four miles east of Herford Inlet to-day, was made notable by the vain heroism of James Duncan, a fireman. He plunged into the mountainous seas which the angry gale had whipped up and, with a small line about his waist, attempted to make the shore, a mile away, and bring help. His lifeless body, with a piece of the line still knotted about his waist, was picked up on the beach to-night.

Captain John E. Scott, of the Margaret, left New York for Norfolk with three barges in tow. Off the inlet, while fighting for headway in the teeth of the gale, the tug struck the submerged wreck. Captain Scott anchored the barges and started for shore in the tug, but the force of the wind and the great seas made the outcome doubtful.

It was then that Duncan stripped and plunged into the icy waters. The other members of the crew watched him as he struck out for the beach and cheered him as he continued on and finally disappeared from sight in the storm and the gathering dusk.

In the mean time a guard saw the tug, and the Tatham inlet surf boat was launched. The crew made out half a mile in the rough seas when they were capsized, and all the men were thrown into the water. They swam back to shore. There they sent word to the lifesavers at Avalon, who put out in a boat and reached the wreck.

The Tatham inlet men then got out a larger boat and assisted the Avalon men in taking the crew off the tug. The lifesavers said this evening that the Margaret would probably pound to pieces on the beach where she was landed. The three barges will be taken in tow to-morrow.

CITY'S TREE CONCERT TO-DAY

Programme Arranged for Children in Madison Square from 5 to 7.

From 5 to 7 o'clock this evening, weather permitting, there will be a band concert and choral singing alongside the public's Christmas tree in Madison square. It is hoped by those who have been responsible for the tree celebration that hundreds of children will be present. The inclement weather yesterday prevented the exercises being held last evening, as originally intended.

The programme will include a concert by the Frank Stetz Band, the singing of twelfth and thirteenth century music by the Junior choir of the John Huss Bohemian Presbyterian Church and selections by the Welsh Singers, who participated in the exercises held on Christmas Eve.

From 11 to 12 p. m. in a programme decided on by the New Year's Eve Committee will be given.

ACCUSER ASKS LENIENCY.

The sentence of Alderman Percy L. Davis and Eben J. Owens, the Tombs missionary, who were convicted of trying to extort \$5,000 from Mrs. Eva B. Carroll, was postponed for a week yesterday by Justice Goff in Criminal Branch of the Supreme Court in order that the records of Davis and Owens might be further investigated. Mrs. Carroll had made several trips to the office of Frank Stutz, the Assistant District Attorney who prosecuted Davis and Owens, to ask that a light sentence be given them.

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Mrs. Greenberg was cashier of the restaurant where Steffert and White dined last night. Zelig, Zelig was shot and killed several weeks ago. There are several witnesses who insist he had no revolver when the doctor was arrested. The same persons, however, swore before the grand jury that Zelig had a revolver in his pocket.

ALDERMAN WILLARD ILL

Contracts Pneumonia When Attending Curran Committee Meeting.

Alderman Bryant Willard, of the 21st District, is in Harlem Hospital suffering from pleuro-pneumonia, and it was said last night that his condition was serious. He was taken ill on Thursday last while listening to the testimony before the Curran committee. Since then he has grown worse, and yesterday was removed to the hospital.

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TUNE UP TO GREET 1913!

Fifty-nine Minutes of Song Planned by Riis Committee.

4 CELEBRATION CENTRES

Same Programme in City Hall Park, Union, Madison and Herald Squares.

The committee formed by Jacob A. Riis to promote a safe and sane New Year's Eve and to set to patriotic and sacred music the dying of the old year announced yesterday the musical programme which will be observed between 11 and 11:59 o'clock to-night. There will be four centres where the crowds will gather, and with bodies of trained singers to lead them it is expected that music such as has never risen from public squares in the city before will mark the ushering in of the new year.

The four centres which the committee has chosen are City Hall Park, Union Square, Madison Square and Herald Square. The same songs will be sung at each place and in the same order. The first number will be "The Battle Hymn of the Republic," sung to the tune of "John Brown's Body." "The U. S. A. Forever," a new song, set to the music of "Dixie," will be sung next. Following this will come three hymns, "O God, Our Help in Ages Past," "Guide Me, O Thou Great Jehovah," and "Nearer, My God, to Thee."

Silence, Then Midnight Bells.

As the old year wanes and it becomes only a matter of minutes before those in the throngs will be wishing for the separation suit should be \$50 a week. He also had failed to pay the \$30 counsel fee ordered by the court.

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REHEARSE PARCELS POST

Main and Branch Offices to Try Machinery To-day.

MANY RECEIVING STATIONS

Postmaster Morgan and 11,500 Postal Employees Face New Problems.

The postmasters of New York and Brooklyn will make final preparations to-day for the handling of the parcels post, and each branch office force that will accept packages will pass through a sort of dress rehearsal. The 11,500 postal employees in the greater city are ready to face whatever possibilities for trouble the new service may bring when it goes into operation at the stroke of the first hour of 1913, to-morrow.

Every branch postoffice that distributes letters will accept packages for the parcels post, but not the small offices designated by numbers, such as those found in drug stores. Even with this restriction, there will be more receiving stations for parcels post packages than receiving stations maintained by any single express company in this city. Particularly in the residential districts it will be found that a branch postoffice can be reached more easily than an express office.

Postmaster Morgan said yesterday he was perfectly satisfied with the preparations for the parcels post made in his department. All the necessary orders and instructions to the officials throughout the city had been issued, he said, and every clerk that will handle business connected with the parcels post has had an opportunity to study the rules of the new service.

New scales have been distributed to all the branch offices, together with the new stamps, zone maps and the parcels post guides. By means of the map and the guide the clerk who weighs the package and sells the stamps can determine its rate. All he has to do is to look up the guide the name of the place to which the package is to go. He will find it in its alphabetical place under the name of the state, then to the name of the town, the guide shows a number, which the clerk can quickly find on the map as the name of the state appears on it in large print.

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